

## Commercial.

## THIS DAY.

A large amount of business has been put through in the Share Market this morning. Banks are firm with cash buyers at 202 per cent. premium, and sales have taken place at 207 for the end of August. China Traders have changed hands at the increased rate of \$2,500 per share, buyers offering to go on at that figure. Yangtzes have been negotiated at 1060 and Chinese Insurances are wanted at 215 ex. div. Hongkong Fires have been parted with at quotation and are still in strong request. Docks have risen to 59 premium and business has been done at the increased figure; however, there are now plenty of shares on offer at the rate. No further business has been done in China Sugars, holders standing out for a higher rate. Other stocks remain as per quotation list.

4 o'clock p.m.

We have nothing further to chronicle from the Share Market since the issue of our morning sheet.

## SHARES.

Hongkong and Shanghai Bank—Ex New Issue—162 per cent. premium.  
 Hongkong and Shanghai Bank—New Issue—160 per cent. premium.  
 Union Insurance Society of Canton—\$650 per share, sellers.  
 China Traders' Insurance Company—\$2,500 per share, sales and buyers.  
 North China Insurance—\$150—1500 per share, sellers.  
 Canton Insurance Company—Limited—\$120 per share, sales.  
 Yangtze Insurance Association—Tls. 1060 per share, sales.  
 Chinese Insurance Company—\$215 per share, ex. div.  
 On Tai Insurance Company, Limited—Tls. 150 per share.  
 Hongkong Fire Insurance Company—\$340 per share, sales and buyers.  
 China Fire Insurance Company—\$378 per share, sellers.  
 Hongkong and Whampoa Dock Company—59 per cent. premium, sales and buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$51 per share, premium, sellers.  
 China and Manila Steam Ship Company—120 per share.  
 Hongkong Gas Company—\$80 per share, sellers.  
 Hongkong Hotel Company—\$165 per share, sellers.  
 Indo-China Steam Navigation Company, Limited—15 per cent. dis. sellers.  
 China Sugar Refining Company, Limited—\$205 per share, buyers.  
 China Sugar Refining Company (Debentures)—2 per cent. premium.  
 Luzon Sugar Refining Company, Limited—\$72 per share, buyers.  
 Hongkong Ice Company—\$163 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.  
 Chinese Imperial Loan of 1878—14 per cent. prem. ex. int.  
 Chinese Imperial Loan of 1881—2 per cent. prem.

## Shipping.

## ARRIVALS.

C. T. Hook, British steamer, 902, W. Jarvis, 2nd July—Nagasaki 27th June, Coal—Thos. Howard & Co.  
 FU-YEW, Chinese steamer, 920, Croad, 2nd July, Shanghai 29th June, General—C. M. S. N. Co.  
 GLENHORN, British steamer, 1,409, Duke, 2nd July, London 23rd May, Suez 7th June, and Singapore 26th June, General—Jardine, Matheson & Co.  
 FOCKSANO, British steamer, 990, Hogg, 2nd July, Shanghai 29th June, General—Jardine, Matheson & Co.  
 VERONA, British steamer, 1,862, G. W. Atkinson, 3rd July, Shanghai 30th June, General—P. & O. S. N. Co.  
 JOE RAUERS, German bark, 889, H. Schroder, 3rd July, Cardiff 1st March, Coals—Melchers & Co.  
 ACTIV, Danish steamer, 268, N. C. Rebeck, 3rd July, Haiphong 20th June, General—C. M. S. N. Co.

CLARANCES AT THE HARBOUR OFFICE.  
 American, French steamer, for Shanghai.  
 Amoy, British steamer, for Shanghai.  
 Ehrenfels, British steamer, for Yokohama.  
 Glenhorn, British steamer, for Singapore.  
 Tebe, Austro-Hungarian str., for Singapore.  
 Diamante, British steamer, for Manila.  
 Alva, Portuguese ship, for Canton.

## DEPARTURES.

July 3, *Enghang*, British steamer, for Canton.  
 July 3, *Lorne*, British steamer, for Swatow.  
 July 3, *John Worster*, American bark, for San Francisco.  
 July 3, *Althol*, British steamer, for Singapore.  
 July 3, *Electra*, German steamer, for Saigon.  
 July 3, *Kersaint*, French corvette, for Shanghai.  
 July 3, *Tebe*, Austro-Hungarian str., for Singapore.  
 July 3, *Amerique*, French str., for Shanghai.  
 July 3, *Lido*, British steamer, for Saigon.

## PASSENGERS-ARRIVED.

Per *Fuyew*, str., from Shanghai—78 Chinese.  
 Per *Glenhorn*, str., from London, & Mr. Ashley, and 194 Chinese, for Hongkong. For Shanghai—Mr. Drummond.  
 Per *Focksano*, str., from Shanghai—Captain Harvey and Mr. Rose, and 60 Chinese.  
 Per *Verona*, str., from Shanghai—Miss Rozario and 2 native servants, Lieut. M. G. Smith, Messrs. C. Erdmann, and J. F. Rozario, and 19 Chinese, for Hongkong.—For Marseilles—Rev. C. J. Coile. For London—Mr. G. West, and 2 Missionaries.  
 Per *Activ*, str., from Haiphong—27 Chinese.

## REPORTS.

The Chinese steamship *Fuyew* reports left Shanghai on the 29th ultimo. Had fine clear weather with fresh monsoon and head sea throughout.

The British steamship *Glenhorn* reports left London on the 23rd May. Suez on the 7th June, and Singapore on the 26th. Had strong monsoon across the Pacific Ocean. From Singapore had fine weather. Arrived here on the 2nd instant.

The British steamship *Focksano* reports left Shanghai on the 29th ultimo. From Shanghai to Haichow had light southerly winds and clear weather; thence to Turnabout had fresh S.W. winds and fine clear weather with moderate southerly winds to port.

## HONGKONG TEMPERATURE.

(From Messrs. FALCONER &amp; Co.'s Register).

YESTERDAY.		
Barometer—1 P.M.	.....	30.06
Barometer—4 P.M.	.....	30.07
Thermometer—1 P.M.	.....	89
Thermometer—4 P.M.	.....	88
Thermometer—1 P.M. (Wet bulb)	.....	81
Thermometer—4 P.M. (Wet bulb)	.....	82
TODAY.		
Barometer—3 A.M.	.....	30.05
Barometer—1 P.M.	.....	30.00
Thermometer—3 A.M.	.....	85
Thermometer—1 P.M.	.....	86
Thermometer—4 P.M. (Wet bulb)	.....	81
Thermometer—1 P.M. (Wet bulb)	.....	81
Thermometer—Maximum	.....	86
Thermometer—Minimum (over night)	.....	80

## Post Office.

## A MAIL WILL CLOSE.

For Hoihow and Pakhoi.—Per *Ping-on*, to-day, the 3rd instant, at 5 P.M.  
 For Shanghai.—Per *Glenhorn*, to-day, the 3rd instant, at 5 P.M.  
 For Yokohama.—Per *Ehrenfels*, to-day, the 3rd instant, at 5 P.M.  
 For Shanghai.—Per *Amoy*, to-morrow, the 4th instant, at 1.30 P.M.  
 For Swatow, Singapore, and Bangkok.—Per *Phra Chula Chom Klao*, to-morrow, the 4th instant, at 2.30 P.M.  
 For Amoy.—Per *Fuchsano*, to-morrow, the 4th instant, at 5 P.M.  
 For Swatow, Amoy, & Fochow.—Per *Kuangsung*, on Thursday, the 5th instant, at 11.30 A.M.  
 For Fochow.—Per *Euxine*, on Thursday, the 5th instant, at 4.30 P.M.  
 For Singapore and Batavia.—Per *De Bay*, on Thursday, the 5th instant, at 4.30 P.M.  
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Mennut*, on Thursday, the 5th instant, at 4.30 P.M.  
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c., &c.—Per *Nagasaki*, on Thursday, the 5th instant, at 5 P.M.

For Nagasaki, Higo, and Yokohama.—Per *Kashgar*, on Saturday, the 7th instant, at 11.30 A.M.  
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c., &c.—Per *Whampoa*, on Saturday, the 7th instant, at 4.30 P.M.

The Postal Guide published in 1879 being now somewhat out of date, a revised issue is printed in the *Hongkong Directory and Hong List for the Far East* for 1883, which supercedes all previous editions.

MAILS BY THE BRITISH PACKET.  
 The British Contract Packet "VERONA" will be despatched on THURSDAY, the 5th instant, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi, to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.  
 N.B.—This Packet carries no mails for the Australian Colonies.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET.  
 The United States Mail Packet "CITY OF TOKIO" will be despatched on TUESDAY, the 10th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:  
 At 2.15 P.M. Registry closes.  
 At 2.30 P.M. Post-office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

## SHIPPING IN HONGKONG.

## STEAMERS.

AMOI, British steamer, 814, C. Hermann, 26th June, Saigon 22nd June, Rice—Siemssen & Co.  
 ANERLEY, British steamer, 1,256, Strachan, 24th June, Saigon 20th June, Rice—Siemssen & Co.  
 ANTONIO MUNOZ, Spanish steamer, 527, R. Osoro, 23rd June—Manila 20th June, General—Remedios & Co.  
 BELLONA, German steamer, 789, W. Schaefer, 20th June, Saigon 16th June, Rice—Siemssen & Co.  
 BRECONSHIRE, British steamer, 1,267, J. R. Tiddy, 28th June, Fochow 26th June, Tea for London—Adamson, Bell & Co.  
 CITY OF TOKIO, American ship, 5057, J. Maury, 26th June, San Francisco 31st May, and Yokohama 20th June, Mails and General—P. M. S. S. Co.  
 DE BAY, British steamer, 1,087, Joseph Lee, 24th June, Saigon 20th June, Rice—Adamson, Bell & Co.  
 DIAMANTE, British steamer, 514, Cullen, 1st July, Manila 26th June, and Amoy 30th, General—Russell & Co.  
 EHRENFELS, British steamer, 1,588, Fischer, 22nd June, Saigon 18th June, Rice—Melchers & Co.  
 ENUY, Spanish steamer, 410, Rementeria, 30th June, Manila 27th June, General—Remedios & Co.  
 EUXINE, British steamer, 977, J. B. Peters, 25th June, Melbourne 18th May, Coals and General—Geo. R. Stevens & Co.  
 HUNGARIAN, British steamer, 987, W. M. D. Alison, 29th June, Saigon 15th June, Rice—Russell & Co.  
 JORGE JUAN, British steamer, 522, Thebaud, 21st June, Manila 19th June, General—Russell & Co.  
 KONG BENO, British steamer, 862, R. Young, 26th June, Bangkok 20th June, Rice—Yuen Fat Hong.  
 KUNG-FAI, Chinese steamer, 602, G. Buchanan, 1st July, Canton 30th June, General—C. M. S. N. Co.  
 KWANGTUNG, British steamer, 674, M. Young, 1st July, Fochow 27th June, Amoy 28th, and Swatow 30th, General—D. Laprak & Co.  
 LI YUNG, Annamite steamer, 150, Chun, 16th June, Tounon 15th June, General—Chinese.  
 MENMUIR, British steamer, 1,247, W. Ellis, 24th June, Adelaide 23rd May, Sydney 31st, Brisbane 3rd June, Townsville 7th, Cooktown 8th, Thursday Island 11th, and Port Darwin 15th, Coals, and General—Gibb, Livingston & Co.  
 NAM-VIAN, French steamer, 435, Garceau, 1st July, Haiphong 29th June, General—Shing Fat Chung.  
 NAPLES, British steamer, 1,474, G. Willis, 20th June, Saigon 16th June, Rice—Geo. R. Stevens & Co.  
 PHRA CHULA CHOM KLAO, British str., 1,011, Lightwood, 29th June, Bangkok 23rd June, Rice—Hop Hing.  
 PING-ON, British steamer, 575, A. A. McCaslin, 2nd July, Hoihow 1st July, General—Russell & Co.  
 SEA GULL, American steamer, 48, Hayden, Nov. 24th, China Traders' Insurance Co.  
 SHERARD OSBORN, British steamer, 875, Worsley, 21st June, Shanghai 5th June, and Fochow, Telegraph Cable—E. E. A. & C. Telegraph Co.  
 SHUN-ON, Annamite steamer, 350, W. Blumenberg, 1st July, Tounon 26th June, General—Chinese.  
 TELEMACHUS, British steamer, 1,221, H. Jones, 29th June, Shanghai 23rd June, and Fochow 27th, General—Butterfield & Swire.  
 WHAMPOA, British steamer, 1,109, J. E. Williams, 26th June, Saigon 22nd June, Rice—Butterfield & Swire.

## SAILING VESSELS.

ADRIAL CARLETON, American bark, 593, Grant, 27th April, Newcastle, N.S.W., 24th Feb., Coal—Arnhold, Karberg & Co.  
 ADOLPH OBRI, American ship, 1,448, Staples, 20th May, Cardiff 14th January, Coal—Russell & Co.  
 ALBYN'S ISLE, British bark, 360, C. Burgess, 17th June, King George's Sound (W.A.), 1st May, Sandalwood—Gilmann & Co.  
 AUGUSTE, French bark, 858, Le Breton, 9th June, Newport 25th October, Coal—Carlowitz & Co.  
 BRILE OF OREGON, American bark, 1,110, E. Matthews, 6th June, Newcastle 12th April, Coal—Borneo Co.  
 CARL, Siamese bark, 535, J. Hansen, 24th May, Bangkok 7th May, General—Caplain.  
 CHANDERNAGOR, German bark, 683, Sachse, 19th June, Tounon 14th June, Coals—F. Blackhead & Co.  
 CHANNEL QUEEN, British bark, 609, Le Lacheur, 18th May, Chefoo 22nd April, General—Ed. Schellhass & Co.  
 CHESHIRE, American bark, 737, Reynolds, 29th June, Newcastle 27th April, Coal—Borneo Co.  
 C. D. BRYANT, American bark, 929, J. P. Butman, 23rd May, New York 24th January, Kerosine Oil—D. Laprak & Co.  
 DID FILI, Austrian bark, 627, D. Berneth, 30th April, Newcastle, N.S.W., 12th March, Coal—G. R. Lammert.  
 ELWELL, American ship, 1,061, Barkston, 30th June, Cardiff 15th March, Coals—Order.  
 FANO, Danish brig, 227, M. N. Mortensen, 29th May, Newchwang 9th May, Beans—Pustau & Co.  
 FRIEDLANDER, German ship, 1,584, J. Bellmer, 14th June, Cardiff 7th February, Coal—Captain.  
 FRIEDRICH, German bark, 676, J. P. Ullstrup, 30th June, Cardiff 27th February, Coals—Wielor & Co.  
 GERD HEY, German bark, 576, Ed. Ladewig, 15th June, Chefoo 29th May, General—Ed. Schellhass & Co.  
 G. C. TRUPANT, British ship, 1,529, Thomas, 14th June, Cardiff 5th February, Coal—Order.  
 H. UPMAAN, German bark, 427, T. G. Weber, 18th May, Newchwang 26th April, General—Calowitz & Co.  
 HYDRA, German ship, 795, Binge, 14th June, Cardiff 6th February, Coal—Arnhold, Karberg & Co.  
 IDA, German ship, 1,208, W. Schneider, 17th May, Swatow 14th May, Sugar—Arnhold, Karberg & Co.  
 KARL, German bark, 382, E. Kraetz, 8th May, Newchwang 22nd April, Beans—Ed. Schellhass & Co.  
 LOUISA, German s.m. sch., 215, Schierloch, 2nd Jan., Whampoa 31st Dec. General—Captain.

## HONGKONG—SAILING VESSELS.

## Continued.

MATHILDE, German schooner, 355, N. Lemingale, 1st July, Cardiff 6th February, Coals—Captain.  
 MCLAURAN, American ship, 1,310, J. H. Little, 17th May, Newcastle, N.S.W., 21st March, Coal—Russell & Co.  
 RAMIER, French brig, 280, Savary, 28th June, Hoihow 10th June, General—Carlowitz & Co.  
 RESOLUTE, American ship, 1,540, Sackels, 22nd May, Newcastle 24th March, Coal—Russell & Co.  
 SPARTAN, American schooner, 85, Ch. Vincent, 20th May, Swatow 24th May, Ballast—W. H. Ray.  
 ST. IDEUC, French bark, 388, J. Durand, 30th June, Whampoa 28th June, Ballast—Calowitz & Co.  
 THREE BROTHERS, Brit. bark, 366, H. Kahleke, 17th June, Quinhon 7th June, General—Gilmann & Co.  
 TWILIGHT, American ship, 1,265, W. C. Warland, 8th June, Newcastle, N.S.W., 14th April, Coal—Adamson, Bell & Co.  
 UNIDING, German bark, 263, F. Kruse, 1st July, Cardiff 8th February, Coals—Melchers & Co.  
 WILLIAM HALE, American bark, 834, Geo. F. Elliot, 1st July, Newcastle, N.S.W., 9th May, Coals—Captain.  
 WACHUSSET, American ship, 1,599, Foster, 1st July, New York 5th March, Kerosine Oil—D. Laprak & Co.

## CANTON.

PEKING, British steamer, 954, Heuermann, 30th June, Shanghai 27th June, General—Siemssen & Co.  
 YOTUNG, British steamer, 286, H. Kennett, June 23rd, Quanghai 19th June, General—Kwok Acheong & Sons.

## WHAMPOA.

TEIYUAN, British bark, 438, Hyne, 11th June, Newchwang 22nd May, Beans and Pans—Wielor & Co.

## RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston—Butterfield & Swire.  
 Ho-nam, British steamer, 1,377, T. Benning, Hongkong, Canton, & Macao Steamboat Co.  
 Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.  
 Kiu-kiang, British steamer, 617, G. B. Lefavor, Hongkong, Canton, & Macao Steamboat Co.  
 Kiang-chow, British steamer, 550, Goggin, Hongkong, Canton, & Macao Steamboat Co.  
 Powan, British steamer, 1,500, Hongkong, Canton, & Macao Steamboat Co.  
 Spark, British steamer, 140, Hongkong, Canton, & Macao Steamboat Co.  
 White Cloud, British steamer, 527, A. Benning, Hongkong, Canton, & Macao Steamboat Co.  
 Yot-sai, British steamer, 180, Hoyland—Hongkong, Canton, & Macao Steamboat Co.

## AMOI.

In Port on 28th June, 1883.  
 Chateaubriand, British bark, 387 (Edwards)—H. A. Petersen & Co.  
 Daniel, German bark, 416 (Vogt)—Paschedag & Co.  
 Helene, German bark, 250 (Kossov)—Boyd & Co.  
 Louise, French schooner, 300 (Lemoine)—Paschedag & Co.  
 Magenta, British schooner, 327 (Coalfleet)—& Co.

## FOOCHOW.

In Port on 27th June, 1883.  
 Almatia, American schooner, 386 (Laphan)—Chinese.  
 Annie, German schooner, 345 (Mollen)—Chinese.  
 Helena, British bark, 566 (Hansen)—Chinese.  
 Margrath, German bark, 357 (Jessen)—Siemssen & Co.

## SHANGHAI.

In Port on 25th June, 1883.  
 Anna Dorothea, German bark, 343 (Jansen)—Gippenich & Burchard.  
 Brenda, British brig, 291 (Kleffelt)—Mackenzie & Co.  
 Ching-shih, Chinese bark, 472 (Taylor)—C. M. S. N. Co.  
 Dartmouth, British bark, 915 (Flinton)—Melchers & Co.  
 Dunhill, British ship, 1243 (Richie)—Melchers & Co.  
 Elliotts, British brig, 285 (Neill)—Jardine, Matheson & Co.  
 H. D. Dudley, American bark, 1,080 (Dudley)—Frazar & Co.  
 Kolga, German bark, 540 (Lome Bang)—Russell & Co.  
 Mabel Taylor, British ship, 1,328 (Stanley)—S. C. Farham & Co.  
 Minna, British bark, 435 (Davey)—Nils Moller.  
 M. Solchan, Danish bark, 447 (Gerstenburg)—Master.  
 Queen of India, British bark, 389 (Inokuy)—W. Hewitt & Co.  
 Starlight, Siamese brig, 240 (Kofod)—T. W. Wong.  
 Storlunten, Russian bark, 568 (Stenlin)—Russell & Co.

## NAGASAKI.

In Port on 20th June, 1883.  
 Kozaki Maru, Japanese ship, 400 (Christensen)—M. B. M. Co.

## YOKOHAMA.

In Port on 19th June, 1883.  
 Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.  
 Black Diamond, German bark, 670 (Boyd)—F. Bohm.  
 Centaur, German bark, 450 (Offensen)—H. Macarthur.  
 E. von Bauleit, German bark, 336 (Getting)—Grosser & Co.  
 Galvinton, German bark, (Stunkel)—H. Macarthur.  
 Grejan, American ship, 1,621 (Dunbar)—Frazar & Co.  
 Guy C. Cross, American bark, 1572 (J. Freeman)—C. & J. Trading Co.  
 Hieronymus, German bark, 460 (Iplands)—Jardine, Matheson & Co.  
 Hindoo, German bark, 510 (Mathieson)—M. B. S. S. Co.  
 Martha, British bark, 892 (McPherson)—Captain.  
 Minerva, German brig, 315 (Dahme)—H. Macarthur & Co.  
 M. C. Bohm, German schooner, 46—P. Bohm.  
 Oceania, British bark, 320 (Fitz)—H. Macarthur.  
 Ousego, British schooner, 60 (Ewan)—Captain.  
 Pearl, American bark, 536 (Howe)—Jardine, Matheson & Co.  
 Valparaiso, German bark, 490 (Meyer)—H. Macarthur.

## Intimations.

## GUEDES &amp; CO. PRINTERS, STATIONERS, AND BOOKBINDERS, 21, AQUILAR STREET.

EVERY KIND OF WORK EXECUTED WITH ACCURACY, NEATNESS, AND DESPATCH ON VERY MODERATE TERMS.

SELECTED MATERIALS FOR MARKET REPORTS. Book-binding and Ruling in every style executed at low rates. Workmanship Guaranteed. Hongkong, 23rd August, 1882.

## F. D. GUEDES.

WINE MERCHANT AND GENERAL COMMISSION AGENT. No. 5, DAQUILAR STREET.

HAS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices. Hongkong, 2nd October, 1882.

## HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND. L. MALLORY, Proprietor. Hongkong, 24th June, 1881.

## D. K. GRIFFITH.

MANUFACTURER OF THE LONDON AERATED WATERS. 7, BEACONSFIELD ARCADE, (Opposite the City Hall).

Having Purchased the entire Machinery of the late Mr. E. CHASTEL'S SODA WATER FACTORY is now prepared to execute the largest order for every description of Aerated Waters with promptness and despatch.

SUPERIOR QUALITY GUARANTEED. Consumers are invited to try these carefully Manufactured SPARKLING WATERS. THREE DOZEN FOR ONE DOLLAR. All Orders and Communications should be addressed to The Factory, 7, BEACONSFIELD ARCADE, Hongkong, 4th April, 1882.

WILLIAM SCHMIDT & CO. GUNMAKERS & AMMUNITION DEALERS. BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description. Arms Repaired, Cleaned, or Converted at moderate charges. Sporting Guns and Ammunition always on hand.

CHS. J. GAUPP & CO. CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Vogliander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES. No. 38, QUEEN'S ROAD CENTRAL.

G. FALCONER & CO. WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 46, QUEEN'S ROAD CENTRAL.

THE GOLDEN SCISSOR, No. 13, POTTINGER STREET.

A. M. ROBIN, TAILOR AND GENERAL OUTFITTER. HAS JUST RECEIVED THE FOLLOWING NEW GOODS:

TWEEDS, DIAGONALS, White & Colored DRILLS, UMBRELLAS, GENTS' SILK TIES, HAIR, BRUSHES, DRESSING COMBS, a varied assortment of FANCY BUTTONS for Gentlemen's Coats and Vests, &c. INSPECTION INVITED. Note the address: No. 13, POTTINGER STREET, Hongkong, 26th May, 1883.

HONGKONG HOTEL.

HAIR DRESSING SALOON. M. R. MARMANDE begs to inform the Community of Hongkong, and Vicinity, that the above Establishment is now in full working order. He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.

HAIR CUTTING ..... 25 Cents. SHAMPOOING ..... 25 " TRIMMING BEARDS ..... 25 " LADIES' HAIR DRESSING SALOON. Mr. MARMANDE and his assistants are always at liberty to attend Ladies at their Saloon, specially set apart for Ladies, or at their own Residences at MODERATE CHARGES. Mr. MARMANDE begs to offer to the public his Shampoo, Wash, made by Mon. Finaud who has had many years' experience, and guarantees it to keep for any length of time in any climate. Monthly Customers for Hair-cutting, Shaving, and Shampooing taken at the following prices: EVERY DAY ..... \$4.00 Per Month. EVERY OTHER DAY ..... \$3.00 " TWICE A WEEK ..... \$2.00 " Mr. MARMANDE will receive direct from Paris a large Consignment of Perfumery and other Toilet requisites which will be open for inspection, and he is prepared to supply the same at prices which will compare favorably with those of any other establishment. The Saloon is cool and airy being supplied with Pinks, and the "iced Shampoo" is the greatest luxury of the day. The Saloon is open from 7 A.M. till 7 P.M. for the reception of those who feel the necessity of a Tonsorial operation. RAZORS MOST CAREFULLY RESET. Hongkong, 12th June, 1883.

## Intimations.

## "WAI-SAN YAT PO." CHINESE DAILY NEWSPAPER, with a wide circulation in the Colony and at the other Ports, at the Moderate Subscription of FOUR DOLLARS per Annum. It is an excellent medium for ADVERTISERS at Strictly Moderate Charges. Guaranteed circulation of over 1,000 Copies. Communications to be addressed to the Proprietor, LUK KE SHUN, No. 9, Gough Street, Hongkong, 10th February, 1883.

T O K K E E. COAL MERCHANT, No. 75, PRAYA CENTRAL.

KEEPS on hand for Sale all kinds of House and Steam COALS of the best quality, at moderate rates. The "CUM LOONG," "CUM CHOW," "CUM SHUEN," "CUM LEE," Steam Launches for Hire at \$3 for 1st hour, \$2 for 2nd, and \$1 for 3rd hour, "CUM ON," and "CUM KAI," at \$3 for 1st hour, \$2 for 2nd, and for longer periods according to arrangement. Hongkong, 16th October, 1882.

L I N G S H I N G. BOOT AND SHOE MAKER, No. 5, WELLINGTON STREET, HONGKONG. THE CHEAPEST SHOP IN THE TRADE. Materials and Workmanship Guaranteed. Special experience in making Gentlemen's Riding Boots. Hongkong, 4th April, 1883.

NOTICE. THE Undersigned begs to inform the Ladies and Gentlemen of the Foreign Community that he has resigned his Partnership in the "NAM-SING TAILOR SHOP" and has Purchased an Interest in the "SEE HING LOONG SHOP," No. 100, Queen's Road Central, carrying on the Business of TAILORS, OUTFITTERS, and GENERAL MERCHANTS. He hopes by strict attention to Business and Selling the Best Class of Goods at Moderate Prices to receive a share of the patronage so liberally bestowed on him in the past.

AH NAM, Late (stout) Partner in the "NAM-SING Tailor Shop." Hongkong, 16th April, 1883.

NOTICE. THE Public are respectfully informed that the Undersigned has been trading at the under-mentioned premises for the past 28 years as TAILOR, DRAFTER, and GENERAL OUTFITTER. He has no connection whatever with any other firm trading under a similar name or style, and takes this opportunity of informing his old customers that their orders will receive the same careful attention in the future that has been given to them in the past. By supplying the Best Materials and Workmanship at MODERATE PRICES, and by promptly attending to all orders entrusted to his charge, he hopes to be favored with the patronage of his old customers and the Public Generally. N.B.—Note the address.

AM SING, No. 84, Queen's Road



## CHIARINI'S ROYAL ITALIAN CIRCUS.

Chiari's talented circus company gave another performance last night, when they were favoured with beautiful weather. There was a large audience who loudly applauded the artists, the oft-repeated "Kitchen Concert," "triple trapeze," and "horizontal bar" performances coming in for a full share of the puros. Mr. Charles and Miss Ida Stoodley, described on the programme as "funambulists" whatever that term may mean, gave a very clever and graceful exhibition on the double invisible wires, and although the diminutive lady came to grief once or twice, the performance was a capital one and would stand repeating. Mr. Romano introduced his New Zealand pony "Job" and made the quadruped negotiate his hurdles in first-class style. "Perry" the "Droll" created quite a sensation with his dog "Romero" which rode like a veteran, taking the banners with ease and showing jumping powers of a very high order. "Romero" is a dog of a very peculiar class and varied experiences; he has performed often in different places and met many different sorts of people. His faculties are remarkably keen, and when one of the ribbon holders anathematised him last night for tumbling off the horse, when the assistant was solely to blame for the mishap, the look of contempt which graced the "Perry" of "Romero" was something sublime. Mr. Madigan, doubtless apologised to the canine member at the conclusion of the show. The other items on the programme were well received and the entertainment was brought to a close by the intrepid Johnsen entering the tiger cage and putting his pets through their paces. The company will perform again this evening when an attractive programme will be introduced. We hear that a special afternoon performance will be given on Thursday next, when Signor Chiarini will be honoured with the patronage of His Excellency, Sir George F. Bowen, and the Government House party. We trust that the weather will be propitious on the auspicious occasion.

## SHANGHAI.

The *Auding*, steam dredger, goes into the Old Dock to-night, to have her bows repaired. While on her last trial at the Woosung Bar, she came into collision with the *lorcia Annie*, and was obliged to return.

The Electric Light Company, having completed their circuit along Broadway, the Bund, and the Malao, and their machinery in the new station in Chapoo Road being now complete, the lamps will be lighted at nine o'clock to-night, as an experiment, preparatory to entering on their contract with the Municipal Council to light the three principal thoroughfares of the Settlement.

It is rumoured amongst the Chinese that the Viceroys of the various provinces are to be changed, nearly all round. Li Hung-chang will resume his former post as Viceroy of Chihli; the present Viceroy of Chihli, Li Hsiang-shan, will be transferred to Kwangtung and Kwangsi; the present Viceroy of the Two Kwangs to the Viceroy of Fokien and Chekiang; the present Viceroy of the latter provinces to be Viceroy of Hupeh and Honan; and the present Viceroy of the latter to be dismissed.

From a conversation with an intelligent Chinaman we learn the following as to the probability of war between France and China. A southern Viceroy has expressed his willingness, if he is relieved of his present duties, to take command of the Imperial troops. Li Hung-chang is wavering in his opinion, and has not definitely expressed himself. The Tung-tung is strongly in favour of going to war. Of the five highest officials in Peking, eight are in favour of war and two against it. It is said the Empress Dowager asked those in favour of war what would be the result if they won, and what if they lost; and as might be supposed none of them were able to give a satisfactory answer. —*Courier*.

We believe that Li Hung-chang has been ordered to return to the North. At the same time, we hear that his troops are being ordered from Chihli to Nanking.

We understand that Meteorological Instruments intended for the General China Coast Meteorological Service left France for Shanghai on the 29th of May.

We hear that Mr. Tricou is now negotiating about an indemnity to be paid for the expenses she is put to by China's threats of war. It is said he asked five millions taels at first; and now they are negotiating about T. 1,000,000.

Mr. Dowdall, on behalf of Mr. John Morris, the plaintiff in a cause of salvage instituted against the brig *Elliot*, obtained an order from H.B.M.'s Supreme Court this morning authorising Mr. Robert Mackenzie to sell the ship by private contract for any sum not less than T. 1,000. We understand that later in the day the *Elliot* was sold for T. 1,800. The purchasers are Chinese.

We hear from a reliable authority that the new steam dredger, which was to clear away the "Heaven Sent Barrier" in the twinkling of an eye, is to be laid up, and her European crew discharged. We learn that this action is taken, not on account of the incompetence of the vessel, which has proved herself worthy in every respect, but in view of a rupture with France. The idea, of course, is silly in the extreme, and the probability is that the work will be proceeded with, without the aid of the "Celestial Element," as it is an undoubted fact that a powerful dredger could get a clear channel of 30 feet in less than six months. Mr. Watson, the agent, informs us that the vessel is in perfect working order, and that has been certified by Mr. Warburg, Lloyd's Surveyor. We could tell a tale with regard to the action of the Chinese on this question, and will probably do so on some future occasion. —*Nitric*.

## HANKOW.

[FROM A CORRESPONDENT.]

The second crop of tea is coming in but slowly, owners not caring to pack on account of the heavy losses sustained by many merchants on the first of this season's teas. On the second crop, however, I hear that they are realising a slight profit.

The *Glamis Castle* is loading but slowly, and it is doubtful whether she will fill up at the rate of 50 tons. A large quantity of tea is being sent away for transhipment to the mail and other steamers at Shanghai.

The Russian steamer *Kotroma* left here on Sunday morning for Odessa. Besides her cargo of tea, she takes about 250 Russian troops, returning home from Vladivostok. Our much respected resident, Mr. Ponomareff, who has been ailing for some time, past also left in the *Kotroma*, with his wife and family.

A chartered steamer *Waverly* has loaded with Russian teas, and leaves to-morrow for the Amur.

A strong freshet came down the river on Saturday morning, and there was a sudden rise in the water; to-day the current is running strong, and the register shows a rise of ten inches during the last twenty-four hours.

From Wuchang there is but little news, and all appears to be quiet. The stevedore and conspirator, Chin Sah-woh, is still in goal. —*Courier*.

## THE WRECK OF THE "SUMIDA MARU."

The *Hogo News* of June 15th gives the following particulars:—At about half-past three o'clock in the morning of the 15th the *Sumida Maru* was approaching the entrance to Shimonoeki Straits. The weather was bright starlight, with a haze on the water, and a perfectly smooth sea. Captain Hubenet, who has long since established for himself the reputation of being a careful and skilful navigator, was on the bridge, where indeed he had been all night. The vessel was going eleven knots, and drew about 18 feet of water, as she had a heavy cargo, principally sugar, of which there were some 1,400 tons on board. There was every prospect of a safe and pleasant run to Kobe, when suddenly the *Sumida* ran on a reef of sunken rocks lying about 100 feet from the Black Rock, Masushima. At the place the vessel first struck there was only 6 inches less water than she was drawing, but anyhow the force of the shock knocked off a great portion of her bottom, and the fishermen in the locality say there is a pinnacle rock 12 feet high in her amidships. The *Sumida* immediately filled, and fell over on her starboard side, every tide now listing her more as the sugar melts out. The position of the wreck is very much exposed, except as regards easterly and southeast winds, and from what we can ascertain there seems but little chance of much being done by the vessels the Company have sent down to afford assistance.

Immediately the *Sumida Maru* struck, the boats were lowered, the mails, treasure and passengers effects secured, and all on board got in. Captain Hubenet being the last to leave the ship. We are glad to be able to state that everything even at that trying moment was carried out in a cool, orderly manner, reflecting the utmost credit upon the discipline maintained in the ship, and the presence of mind of her officers and crew. Ultimately the passengers were landed on the mainland about 13 miles from Shimonoeki, and walked over to the town, where they were subsequently taken on board by the *Genkai Maru*, which also brought on the mails and treasure. Captain Hubenet and his officers are still at the wreck, together with the crew, and were busily engaged on the vessel, assisted by about 80 coolies and a large junk sent down from Shimonoeki. The *Tokai Maru* is on the scene before now, and we hear the *Takakihara Maru* is on the way with a quantity of wrecking apparatus, so it is evident no effort has been neglected to save as much from the wreck as possible.

As there will of course be an inquiry into this unfortunate occurrence, it would be improper to say much on the subject now. However, in justice to Captain Hubenet, we feel constrained to state that a gentleman who has been actually to board the wreck of the *Sumida*, and who is further, intimately acquainted with the locality, says positively that the wreck is not laid down on the Admiralty charts, which show 14 fathoms of water at the spot where the *Sumida* now lies.

The *Nagasaki Express* says:—Hopes are entertained of being able to patch her up temporarily, and float her to Nagasaki, to assist in which task a party of engineers and divers from the Imperial Works at Akunoura, (including Mr. J. Dickson) proceeded to the scene of the wreck in a native steamer on Tuesday morning last. The result of the efforts to get her off, of course, principally depends upon the state of the weather, which at this season is unfortunately very uncertain. The Co's steamship *Tokai Maru*, Capt. Carew, has, we believe, been despatched from Kobe, to take in the salvaged cargo and render any assistance that may be required. The *Sumida Maru* (formerly the *Sumida*) was a fine and comparatively new vessel, of 800 tons register and 200 h.p. Capt. Hubenet, her commander, has run her successfully for about six years, and he has long borne an excellent reputation as one of the most careful and experienced navigators on the coast.

## OLD TIMES AROUND SWATOW.

DISORGANIZATION CAUSED BY THE REBELLION. It will be remembered the Taiping Rebellion broke out in the Canton province. As it gained strength, and the column of insurgents moved northward, their track lay along the western border of this department, embracing nine districts. Many of the people in this region sympathized in the movement. Many adventurers joined the ranks of the rebels. They soon moved on, but left the whole country behind them in a complete anarchy. The mandarins were weak and soon found themselves unable to repress sedition tendencies. Cases of personal outrage had to be neglected, and complaints of wrongs and outrages were heaped up in piles at the Yamen, but received no attention. The officials were afraid to make arrests.

Such a state of things was rapidly followed by social and political disorganization, which was destined to continue for fifteen or twenty years, until the advent of General Fung, of whom we shall speak hereafter. To be sure, there were the remnants of the old order, as usual, who came to the Yamen, attended to the small cases and let the large ones go. Meanwhile, the people began to do about as they pleased. The roads were infested with robbers. Bays and inlets swarmed with pirates. It became dangerous to travel. Boats always went armed with small cannon and a formidable array of long spears and stink-pots. Very small boats were obliged to stay closely about home. Travellers on land often had to go armed, and even then went with their way at times with trembling, for there were certain villages that became notorious for kidnapping. Men were seized and held for ransom, and treated with the greatest cruelty until the ransom was paid.

The large villages made themselves strong. Their gates and walls were guarded with jealous care. The spears stacked around the village gateways resembled the stores of an arsenal. In course of time, village became arrayed against village, and this would occur, not only in one place but in a score of different places at the same time. In other words, there would be many different fights going on between different villages, and these fights would have no connection with each other. Sometimes half a dozen villages would combine on one side and array themselves against half a dozen other villages. In these conflicts the smaller villages would go under. Many were completely destroyed. Houses were first pillaged, and then battered to the ground. Oftentimes not a single white one would be left. At other times the fight would be between two clans in the same village, and then the destruction was more rapid.

The causes of these village or clan fights were often most trivial. One fight with which the writer was acquainted, which lasted for weeks, and in which several persons were killed on both sides, began about a single duck. Another bloody fight began in a dispute about twenty cash in a gambling den. In ordinary times these petty disputes would have been settled quietly, but now magistrates had no power, indeed, they were themselves afraid; oftentimes, to go to the village; and there were some towns through which the District Magistrate passed only when he was compelled by the necessity, and then in closed chairs, lest they should be pelted with mud or stones. In the large towns the control of affairs passed

usually into the hands of some one man whose family connections and wealth enabled him to assume leadership. His word became law, and in the boundaries of his own village carried more weight than did the proclamation of a Taotai. One of these large towns, with a population of about 10,000, was so completely under the exclusive control of this headman that he became, spoken of as the Emperor of Suai Leng. He passed sentence of death upon offenders at his own sweet will, and no man dared to question his action.

The manner of carrying on these village fights was unique. As soon as a state of war was declared between two villages, all others stood back to let them have it out. If the two parties had come out and had a square fight to settle their difficulties, the climax of injuries would soon have been reached, and the injury would have been much less in amount. But this was not their method. A state of mutual siege ensued. They watched for each other in small parties. They ambushed the farmer who happened to be out late or got too far away from his village, when they slew him with merciless rage. They destroyed each other's fields, and wasted each other's crops, and injured each other in every possible way. This state of things would be kept up for months, and even years. Every little while a victim would be slaughtered.

Occasionally, the feud would rise to the dignity of a field fight. Both sides would organize their men for a charge. They had a habit of sending at such times to hire what they called *Sie-tai sai-pai*, which may be freely translated, after the manner of their own slang, *boss killers*. These men were supposed to be experts in the art of helping a fight in any particular emergency. On a certain day and hour the attacking party would rally forth in strength, with spears and banners and gongs and miscellaneous weapons of all sorts. The object would be to make a foray on the fields of their enemy, or perhaps assail some part of the village itself. The other side was on the look-out. Losing no time, its champions were called out to withstand the invaders, and another array of gongs, matchlocks, and spears was presented. The two lines stretched themselves out along the boundary lines between them, in squads of two and three and half a dozen, with great gaps of space between them. Each squad furnished its own gunsmanship.

Then came the tug of war. They threw themselves into all manner of insulting and defiant attitudes. They waved their banners furiously. They shook themselves in phrensy. Volleys of terrible oaths and maledictions passed to and fro. They abused each other, they cursed each other, they anathematised each other's parents and grand-parents and great-grand-parents. They informed each other fiercely, in accordance with most advanced Darwinian views, that the aforesaid ancient worthies, fathers and grandfathers were monkeys and pigs and baboons and hogs and dogs. They exhausted their vocabularies of curses on each other. Well, it would have been for all parties if the engagement had ended with no greater casualties than for such expenditure of breath. But guns were used. There was a continual popping, and now and then a man fell. Besides, the spearmen would prod among the bushes. One party would come upon another so suddenly that there was no chance to flee. The stronger pounced on the weaker, then came a furious hacking and stabbing, and another victim was gathered. So the day wore away. At noon both sides usually stopped to cook rice. This was indispensable, if the fight was to be continued for days or even weeks, cannon were brought in to help. Residents at Kakeich, taking an evening walk on the hill tops, could often see the smoke of these discharges and hear the dull booming of the guns across the bay, far away in the delta. Hated increased as the war went on, and so brutally savage did the combatants become that they would sometimes take out the hearts of the slain and eat them, mixed with garlic and onions. This horrible offence is true beyond all doubt.

But village wars cannot last for ever. The mandarins did not interfere at the outset, although the noise of the cannon could be heard in their own Yamen. But when one or both parties were utterly exhausted, then came peace. There were two ways in which this was consummated. Either the mandarins stepped in at the opportune moment of exhaustion and completed the matter with heavy damages to both sides, or a powerful middle-man was invoked as umpire. Then came the settlement. The numbers of slain on each side were compared. The side that had slain a number in excess of the other must pay for the excess at the rate of about thirty dollars per head. Thus if one side had killed thirty and the other forty there would be a debit of ten heads to the more valiant side, which would be commuted about three hundred dollars. This plan was taken where both sides were powerful. But where one village was very weak, it was sometimes pulled down and blotted out. Throughout the country, therefore, the destruction was fearful. Life was everywhere unsafe. Property was everywhere depreciated in value, and in some places almost worthless.

In this period comes O-Teng-Pue episode, of which we shall speak hereafter. —*Star in the East*.

## TIENTSIN.

[FROM A CORRESPONDENT.]

Tientsin is gradually improving, both from a local and foreign point of view. The latest idea is the introduction of water works machinery, for which object a Chinese Company has been formed with a capital of T. 200,000 in two thousand shares of T. 100 each. The Chinese entertain the idea more enthusiastically, in the hope that the scheme, if carried into effect, will ensure cheapness and purity of water in addition to obviating the trouble and difficulty of bringing it from the river. When the pipes are laid down, the city roads will look a little more respectable, as they will not be constantly kept wet and muddy by water-carriers. The company estimate their charges at one cash per head a day, which calculation leads them to anticipate good profits and an ability to pay a fair dividend. Shares are shortly expected to be at a premium.

As soon as the water works are completed, steps will probably be taken towards the introduction of either gas or the electric light, as we have several good roads which require to be lighted at night. Gas would be cheaper here than it is at Shanghai, as Kaiping coals are being sold at T. 4.50 per ton. If this is done at all, a company will be formed by the Chinese for the purpose, as the foreign community do not appear to have much enterprise. This may be inferred from the circumstance that the introduction of gas was proposed by an old resident about twenty years ago, but met with no encouragement from foreigners, though the Chinese Merchants subscribed for nearly one-third of the shares; this, the proposer objected to, and as he had not the means to run the concern by himself, the project was abandoned. We are still suffering from drought; the long-looked-for shower has not yet come down. The Commissioner of Customs, having been down twice for some weeks, has gone to Chefoo for change of air. A minstrel party has been formed and will give their first performance in a few days. —*Courier*.

## GETTING INFORMATION UNDER DIFFICULTIES.

"I do not see any peculiarity about your people," said an Eastern Judge, addressing his traveling companion, a well-known Arkansas lawyer. "I have traveled quite extensively in this State, and have not, as yet, found that eccentricity of action and pervasiveness of reply that has often amused me in the newspapers."

"You have done most of your traveling by rail," the lawyer replied. "This is your first trip away from the main roads, is it not?"

"Yes."

"Well, I'll show you some of our genuine natives. Yonder is a house. Call the landlord, and hold a conversation with him."

"Hallo!" cried the Judge.

"Comin'!" the man replied, depositing a child in the doorway, and advancing.

"How's all the folks?"

"Children's hearty; wife's not well. Aint' want you might call bed sick, but jest sorter sudy."

"Got anything to eat in the house?"

"Ef I had it anywhar, I'd have it in the house."

"How many children have you?"

"Many as I want."

"How many did you want?"

"Wan't hankerin' arter a powerful chance, but I'm satisfied."

"How long have you been living here?"

"Too long."

"How many years?"

"Been here ever since my oldest boy was born."

"That year was he born?"

"How old is he now?"

"Ef he had lived, he would have been the oldest until yit; but, as he died, Jim's the oldest."

"How old is Jim?"

"He aint' as old as the one what died."

"Well, how old was the one that died?"

"He was older than Jim."

"What do you do here for a living?"

"Eat."

"How do you get anything to eat?"

"The best way we kin."

"How do you spend your Sundays?"

"Like the week days."

"How do you spend them?"

"Like Sundays."

"Is that your daughter, yonder?"

"No, sir, she aint' my daughter yonder, nor nowhar else."

"Is she a relative of yours?"

"No, sir, no kin."

"Kin to your wife, I suppose."

"No kin to my wife, but she's kin to my children."

"How do you make that out?"

"She's my wife."

"How far is it to the next house?"

"It's called three miles, but the man what calls it that is a liar."

"We've got enough," said the Judge, turning to the lawyer. "Drive on. I pity the man who depends on this man for information." —*Arkansas Traveler*.

"Come and see the wild animals!"

THE ROYAL BENGAL TIGERS and OTHER WONDERS OF THE AGE.

REMEMBER! THIS IS THE LAST WEEK.

PRICES OF ADMISSION:

Boxes, Six Chairs ..... \$12.00  
Chairs (Dress Circle) ..... 2.00  
Stalls, Carpeted Seats ..... 1.00  
Pit ..... 0.50

Children under 10 years and Soldiers under the rank of Officer; half price, except to Boxes.

A reserved division of the Carpeted and Pit Seats has been arranged for Native Ladies. (To which they alone will be admitted.)

A Plan of the Seats can be seen at MAR-MONDE'S HAIRDRESSING SALOON, HONGKONG HOTEL BUILDINGS, where Tickets will be on Sale Daily from 9 A.M. till 4 P.M., Accommodating Parties who may wish to secure Seats in advance.

L. MAYA, Secretary.  
Hongkong, 3rd July, 1883. [511]



## CHIARINI'S ROYAL ITALIAN CIRCUS.

AND ZOOLOGICAL AGGREGATION.

THIS EVENING, AT NINE P.M.

A GRAND PERFORMANCE WILL BE GIVEN WITH COMPLETE CHANGE OF PROGRAMME.

GRAND DISPLAY OF SKILL, STRENGTH, AND DEXTERITY, BY THE MEMBERS OF THIS VAST COMPANY.

LADIES AND GENTLEMEN contesting the palm of Superiority in their EXTRAORDINARY PERFORMANCES.

MAGNIFICENT STUD OF HORSES FROM ALL PARTS OF THE WORLD.

AMUSING SCENES AND COMIC VAGARIES.

HUMOUR, SATIRE AND PHILOSOPHY BY THE FUNNIEST ENGLISH CLOWNS.

"COME AND SEE THE WILD ANIMALS!"

THE ROYAL BENGAL TIGERS and OTHER WONDERS OF THE AGE.

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L. MAYA, Secretary.  
Hongkong, 3rd July, 1883. [511]

## To-day's Advertisements.

THE "CHINA AND MANILA" STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT). —

THE Company's Steamship.

"DIAMANTE," Captain Cullen, will be despatched for the above Port, TO-DAY, the 3rd inst., at 5 P.M.

For Freight or Passage, apply to RUSSELL & Co., General Managers. Hongkong, 2nd July, 1883. [509]

GARRISON THEATRE, HONGKONG.

BY PERMISSION OF HIS EXCELLENCY THE MAJOR GENERAL COMMANDING.

THE SOUTHERN STAR MINSTRELS, A GRAND PERFORMANCE AT THE GARRISON THEATRE, THIS EVENING, the 3rd July.

PROGRAMME.

Overture (Madame Angot).....COMPANY.

Comic Song.....SONG AND DANCE. R. MOORE.

Ballad Song (Birds and Bells).....D. A. BOWMAN.

Comic Song.....N. YOUNG.

Comic Song.....J. MORTON.

Ballad (Roses on the other side).....O. T. JACKSON.

Comic Song.....J. WILSON.

GRAND FINALE.

H. W. N. S. M. U. L. E.

INTERMISSION—FIVE MINUTES.

Selection.....Orchestra.

MORTON AND YOUNG.

D. A. BOWMAN, In his Magic Songs.

BILLY WILSON, In his Magic Songs.

BILLY WILSON, In his Magic Songs.

O. T. JACKSON, In his Magic Songs.

THE GREAT AMERICAN SONG BOOK.

D. A. BOWMAN, Character Song.

Selection.....Orchestra.

TO CONCLUDE WITH A LAUGHABLE FARCE BY THE ENTIRE COMPANY.

PRICES.—\$1.00 50 and 25 cents.

Doors open at 8, Performance to Commence at 9 sharp.

GOD SAVE THE QUEEN.

Hongkong, 2nd July, 1883. [514]

PRIVATE BOARDING AT No. 16, ELGIN STREET.

TERMS MODERATE.

Mrs. LILLEY.

Hongkong, 3rd July, 1883. [519]

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

THE DIRECTORS are now prepared to receive TENDERS from suitable persons for a term of FIVE YEARS, for the lease of the HONGKONG HOTEL, with FURNITURE complete.

The Building (together with a powerful passenger lift) will comprise after the proposed alterations and additions have been completed, viz:—

THE BASEMENT.

Two Grand Entrances from Pedder's Street and Queen's Road. Bar, Billiard, Reading and Smoking Rooms with separate Entrance from Pedder's Street.

A handsomely fitted up Ladies' Room, for the use of visitors and others.

Manager's and General Offices, Kitchens, Store Rooms, &c., &c., &c.

FIRST FLOOR.

A Public Dining Room, capable of dining upwards of 170 persons at the same time.

ONE LARGE BREAKFAST ROOM.

FIVE elegant and beautifully fitted up suite of ROOMS, consisting of a Private DINING ROOM, DRAWING ROOM, CARD ROOM, READING ROOM, and BILLIARD ROOM.

TEN Bed Rooms with a Bathroom to each.

SECOND AND THIRD FLOORS.

Have each 26 lofty, well ventilated and lighted Bed Rooms, opening on to large Verandahs with a commodious Bath Room for each room.

All the Passages and Corridors throughout the premises are wide and well lighted, most of the furniture will be new and made expressly for the climate.

The special attention of Hotel Keepers and others is drawn to the unusual advantages offered:—

Tenders to state sum per annum, and to include taxes. No Tender under \$3,500 per annum will be entertained by the Directors.

Hongkong, 16th April, 1883. [292]

MR. MOORE begs to recommend his

GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. Moore has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co., VARIETY STORE, Queen's Road Central. Hongkong, 25th January, 1883. [321]

J. M. GUEDES.

HOUSE AND LAND BROKER, AUCTIONEER AND COMMISSION AGENT.

No. 33, WILKINSON STREET, HONGKONG.

Hongkong, 23rd January, 1883. [5]

## For Sale.

NATURE'S DISINFECTANT, SANITAS. JUST LANDED AND FOR SALE.

SANITAS POWDER AND FLUID, and various other ARTICLES prepared by the "SANITAS" COMPANY.

Apply to E. F. DE SOUZA, 14, Wyndham Street. Hongkong, 29th June, 1883. [510]

FOR SALE.

H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case.  
PINTS.....\$23 per Case.

Apply to MELCHERS & Co. Hongkong, 2nd March, 1882. [8]

FOR SALE.

Ex STEAMSHIP "LAERTES."

A CONSIGNMENT OF HOCKING'S PATENT FRESH WATER CONDENSERS.

THE BEST & CHEAPEST EVER MADE.

Capable of Condensing Three Thousand Gallons per day.

Apply to G. FENWICK & Co., Victoria Foundry. Hongkong, 25th April, 1883. [328]

FOR SALE.

Ex S.S. "YORKSHIRE" AND CONNECTING STEAMERS FROM OPORTO.

A SMALL INVOICE OF GUEDES' WELL-KNOWN "3 GRAPES" PORT WINE.

Apply to F. J. V. JORGE. Hongkong, 14th June, 1883. [466]

FOR SALE CHEAP.

FIVE TO SIX HUNDRED TONS COKE.

IN LOTS FROM ONE TON UPWARDS.

COAL TARI IN BARRELS.

CHOY CHEW, 230, PRAYA WEST. Hongkong, 5th April, 1883. [363]



## Intimations.

## A. S. WATSON &amp; CO.

FAMILY AND DISPENSING  
CHEMISTS,  
WHOLESALE AND RETAIL DRUGGISTS,  
DRUGGISTS' SUNDRIES,  
PERFUMERS,  
IMPORTERS AND EXPORTERS  
OF  
MANILA CIGARS,  
WINE AND SPIRIT MERCHANTS,  
AND  
MANUFACTURERS  
OF  
AERATED WATERS.

THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,  
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,  
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW. [3]

## The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 3, 1883.

In referring in our yesterday's share report to the June settlements we said:—"A few accounts have not been forthcoming, and more than one paper speculator has been compelled to strike his flag; however, matters have not been half so bad as was generally anticipated." A correspondent, who is doubtless qualified to offer an opinion on the subject, takes exception to our statements, and writes as follows:—

"There are a great many more 'short-comers' in the June settlements on the share market than your remarks on the subject in yesterday's paper would lead the public to believe. And for this unsatisfactory result the reckless manner in which brokers introduce buyers to sellers is in a great measure responsible. Why should we not have in Hongkong a respectable Board of Brokers, who would be in a position to effectively protect the interests both of buyer and seller? With such an institution properly organised, what you sarcastically term 'a paper speculator' would not be possible. The margin fixed and invariably demanded would enable the share broker to protect both himself and his clients. A public room devoted exclusively to the sale of scrip, where the ruling values of the stocks would be stated, say twice a day, could surely be established without difficulty! In an exchange of this kind, if the gambler's margin were not sufficient to cover his 'bull' and 'bear' operations, the end of the day would practically finish him. This legitimate system of carrying on business would also protect the brokers from the suspicion of being implicated in any swindle, and prevent non-residents, who form a majority of the buyers, from investing their hard-earned savings in speculation on margins, which the present method permits. With many of these 'paper speculators' the revenue stamp binds the agreement only when the balance is on the right side; it is frequently ignored when they happen to lose."

We are quite ready to admit that there may be a good deal of truth and sound sense in our correspondent's remarks. It is unquestionable that there is plenty room for improvement in the conduct of our local share transactions, and possibly the remedies suggested above might to a considerable extent meet the difficulties of the position. There have lately been so many scandals associated with share-dealing on time, owing to those who have drawn blanks in the exciting game of speculation being unable to meet their liabilities, that in the interests of all concerned, both of brokers and their clients, it would perhaps be politic to do something to place the business on a firmer and more reliable basis. It is, however, for those who have interests at stake, to take the initiative. The establishment of a public stock exchange might have the desired effect; but judging from the total failure of an almost similar institution started under powerful auspices a few years ago, one would scarcely be justified in indulging in sanguine hopes. The spirit of share speculation is no doubt strongly developed in this community; it is a legitimate business enough, and if some plan could be devised to effectually prevent men of straw from reckless gambling on the mere prospect of a rise or fall, as the case may be, there would be little room for public animadversion. For their own protection the brokers ought certainly to do something to prevent the recurrence of recent scandals.

## TELEGRAMS.

LONDON, June 30th.  
M. TRICOU AND LI HUNG-CHANG.  
The Marquis Tsong has received a telegram which states that M. Tricou has behaved so rudely to Li Hung-chang that negotiations are at a standstill.

THE EPIDEMIC IN EGYPT.  
Cholera rages unabated at Damietta, and Austria, France, Italy, Turkey, and Greece are enforcing strict quarantine.

RUSSIA REFUSES TO ACT AS A MEDIATOR BETWEEN FRANCE AND CHINA.  
It is semi-officially announced that Russia is indisposed to mediate between France and China.

## LOCAL AND GENERAL.

A REGULAR Lodge of Zetland, No. 535, will be held in Freemasons' Hall, Zetland Street, to-night, at 8.30 for 9 o'clock precisely.

The British brig *Elliot* was sold at Shanghai by Messrs. Mackenzie & Co. on the 26th ult. for £15,000. The purchasers are Chinese.

To-morrow being the 10th anniversary of American Independence, we doubt not that the "Yanks" intend keeping up the day in a suitable manner.

We note that the steamer *Alinga* has been placed alongside Messrs. Boyd & Co's upper dock at Shanghai, to undergo the repairs necessitated by her recent typhoon experiences.

We have much pleasure in informing the public that the Canton and Hongkong Wa Hop Telegraph line is now in perfect working order, and that in all probability it will be opened for traffic on or about Monday, the 9th instant.

The Shanghai *Mercury* understands that the negotiations now going on between Mr. Tricou and Li Hung Chang, and which led to such lengthy telegrams, are on the subject of the massacre of the French priest in Yunnan, and about opening a port to the French for trade in Yunnan. The subject of Annam is not mentioned, we believe.

EMMA R—, asks this extraordinary question:—"Do you think, Mr. Editor, it is right for a girl to sit on a young man's lap if she is engaged to him?" Oh, Emma, how could you? Well, though we have no practical experience in the matter referred to, we should be inclined to say—if our girl and our lap, yes; if another girl and our lap, yes; but if our girl and another fellow's lap, never. We trust Emma will feel quite happy after this expression of opinion.

THE brave know only how to forgive; it is the most refined and generous pitch of virtue human nature can arrive at. Cowards have done good and kind actions, cowards have even fought, nay, sometimes have even conquered, but a coward never forgave; it is not in his nature; the power of doing it, blows only from a strength of greatness of soul conscious of its own force and sincerity and above the little temptations of resenting every fruitless attempt to interrupt its happiness.

In the Supreme Court to-day, before the full court, was heard a motion for appeal on behalf of Messrs. Melchers & Co; against whom judgment for \$1,000 and costs was given by Mr. Justice Russell in Summary Jurisdiction on the 18th ultimo in the suit, instituted by Messrs. Asger and Esmail and the Oriental Bank Corporation, for loss on opium said to have been damaged in Messrs. Melchers & Co's godowns. Mr. Francis, instructed by Messrs. Brereton, Wolton and Deacon, appeared for the appellants and argued the motion before their lordships, who decided to take the matter into consideration.

We beg to direct attention to a performance to be given at the Garrison Theatre, Artillery Barracks, this evening, by the "Southern Star Minstrels," which combination is composed of a numerous section of the old Madelon troupe which lately appeared here and in Shanghai. The break up of the old company has left many of these wandering minstrels considerably in "queer street," and they are trying to work their way back to a country where the audiences are less refined and exacting than those they struck here, and where expenses are less heavy and "show" towns and cities more numerous than is the case in this quarter of the world. An excellent programme has been arranged and as the old favorites, Messrs. Bowman, Jackson, Billy Wilson and several others are billed to appear, they should, under ordinary circumstances, attract a large crowd. We hope they will receive extensive patronage, but with the circus running against them, we are rather afraid that the support will not be so great as the abilities of the performers deserve.

FROM our Shanghai advices we are now in a position to give the results of this year's "Tea Race." The *Stirling Castle* left Hankow at 3.10 a.m. on Monday May 22nd, passed the lightship at Woosung on the 24th at 12.10 a.m., reached Singapore at one o'clock on the afternoon of the 29th, left at four o'clock the following morning, arrived at Suao on June 12th at noon, and passed Gravesend at noon on June 22nd. The *Glenagie* departed from Hankow at 11.15 a.m. on May 20th, left Woosung at 11.10 p.m. on the 22nd, reached Singapore at 2.30 p.m. on the 29th, and arrived at Gravesend on June 26th, at 3 p.m. It will thus be seen that the *Stirling Castle* accomplished the journey from Hankow to Gravesend in 31 days, 8 hours and 50 minutes, beating the *Glenagie* by 5 days, 18 hours and 55 minutes. From Woosung lightship the time of the *Stirling Castle* was 29 days 11 hours and 50 minutes, which was exactly 3 days and 4 hours faster than the man of the *Glenagie*. The above times, of course, include all stoppages, as far as the *Stirling Castle* is concerned, the fastest on record.

THAT was a novel complaint which an "elderly man" preferred in a London police court a few weeks ago. He declared that his son, who had a large family, had insisted upon burying his deceased children in a grave which the complainant had purchased for himself. "The consequence will be," said the elderly man, "that by-and-by there won't be room for me; and that's a very uncomfortable thought for a man who has taken the trouble to provide a last resting-place for himself, as I have done. It's too bad, you know."

It may be reassuring to some minds to know that a canal from Alexandria was conceived by an Englishman some three centuries ago, some years before M. de Lesseps was born or thought of. The said Englishman was Christopher Marlowe, who puts these words into the mouth of his Tamburlaine:—  
And here not far from Alexandria  
Whereas the Terrene (the Mediterranean) and the Red Sea meet,  
Being distant less than half a hundred leagues,  
I meant to cut a channel to them both,  
That men might quickly sail to India.  
Sir Walter Scott alludes in one of his novels to the practicability of connecting the Mediterranean with the Red Sea by means of a canal, and the scheme was foreshadowed by numbers of other well known characters before the beginning of the present century. To M. de Lesseps, however, belongs the credit of carrying out the project.

This year's Derby Day, says "Gil Blas," was but a dull business—dull (almost) as Mr. Frith's immortal picture. Beau Brummel collapsed; Highland Chief waited too long, and did not win; St. Blaise came soon enough and carried off the blue riband; Archer was only third, and Fordham nowhere—that, to a layman, is a correct description of the race itself. As for the race-day, there were two-and-fifty cases of gambling and pocket-picking up for judgment at Epsom. Police Court on Thursday morning; there was more gambling with tables, according to Inspector Shore, than in any previous year; and all day the detectives sent down were occupied in chasing the hell-keeper and his victims from one part of the Downs to another. As for the road, there was no brutality to horses, no fighting, no drunkenness, no dolls, no blue veils, no pea-shooters, no fun of any sort. The energy of the nation has been absorbed (it would seem) by the Salvation Army; and the Derby Day will presently come to mean, not champagne and mayonnaise, but sodas and the drum ecclesiastic. That much seems certain.

A CABLEGRAM from London to the *New York Star*, dated the 29th May, says:—"The results of the accident to the Queen's knee through her fall at Windsor Castle are charged with her present illness. She has for years suffered from gout, as a result of liberal living and insufficient exercise, and the membranes of her joints have probably become more or less inflamed. The knee-sprain, while troublesome enough in itself, was only secondary to the jar to which the hip joint was subjected by the fall. This jar led directly to sciatic troubles, from which the royal patient has suffered terribly. After all lighter means of relief had been tried, the physicians were compelled to resort to hypodermic injections of morphia in order to secure to Her Majesty any relief whatever. On many occasions, after great pain and loss of sleep, she has been temporarily quite beyond control. The fall, sprain and inflammation allowed the gout, whose existence and tendency has long been known, to ascend to the hip, where the sympathy of the sciatic nerve was at once excited. Usually in a person who in other respects does not possess excellent health, this is the fatal point in the gout. That the physicians believe this may be the case with the Queen and that they fear almost immediate danger of a fatal result is beyond question. Many minor acts tend to corroborate this impression, not the least of which is the great grief John Brown affected after the fall on the stairway and his evident fear that the accident might have a more serious outcome than could possibly have been foreseen from any information on the subject which was given to the public. The real trouble, as outlined in this dispatch, has been kept carefully out of sight."

THE unpleasant feeling on the subject of a second Canal through the Isthmus of Suez continues, and is not, according to a writer in the *Overland Mail*, likely to be mitigated by the latest development of the question. The well-informed Paris correspondent of the *Standard* says, "on the most unquestionable authority," that M. de Lesseps's Company has submitted proposals to the British Government which, if the story be true, are of the highest importance. The Company, in short, proposes nothing less than to commence the parallel Canal "with-out further delay." With this purpose it has, we are told, sought the influence of England with the Egyptian Government in favour of its application for the necessary concession of land. At the same time it "has not forgotten the question of the reduction of tariffs," about which it has submitted some tempting proposals; and the Suez Canal Administration is convinced that if its plans are accepted English shipowners "will acknowledge that all their demands have been complied with, and all their wants supplied." This is very polite of the Administration, but we doubt very much whether English shipowners will do anything of the kind. We doubt, also, whether the British Government would be wise in having anything whatever to do with the scheme. British shipowners want a British canal uncontrolled by foreign Governments; and that is precisely what the Suez Canal Company cannot give them, and would not if it could. It looks very much as though we were to have a revival of French interference in Egypt; and a second French canal would merely strengthen the hands of the French Government without satisfying our commercial and political necessities. In fact, we should not be surprised to learn that this sudden initiative of the Canal Administration is inspired and aided by the French Government itself.

ONDS and ENDS:—"Every Man His Own Reporter." Latest Edition—1883—Just from the publishers' hands—Apply to this office.

THE British steamer *Euxine* leaves the Aberdeen Dock to-night, and the *Kong Beng* will vacate the same dock to-morrow. The American ship *Chlorina* goes over to the Cosmopolitan Dock to-morrow.

AN American paper says that the term "opium joint" appears so often in print that an explanation seems appropriate. The heathen Chinese, being naturally an imitator, borrows an idea from the "Melican-man." It did not take him long to learn the advantage of club life. "Melican-man join—John Chinaman join too." "Joint" is therefore only another term for "club," but it is now applied to every place where opium is used for intoxicating purposes.

WE read that Mr. H. B. Sheridan, the patentee of some twenty electrical machines, has applied for a patent for what he terms "An improved device for executing criminals condemned to death." He accompanied his application by an assignment transferring to the Government the right to use his invention. He also intends to give it to all foreign governments that may desire it. The patent office returned the assignment to him, saying that it had no power to receive it. Sheridan's device is a method of causing instantaneous death without pain to the criminal, and without disfiguring his body. It consists of an ordinary arm-chair with legs, containing some substance which will insulate the body of the chair from the floor. The arms end in two brass knobs on which the hands of the criminal will rest. The chair has a foot rest on which is fitted a brass plate. From the knobs and the foot rest run electric wires, connecting with a collar containing brass points that press against the criminal's neck. A shock of electricity finishes the job.

THE French corvette *Kersaint* left this morning for Shanghai to attend on M. Tricou, in consequence of orders received direct from the French Government in Paris. Notwithstanding all that has been preached about the certainty of an amicable arrangement on the Tongking affairs being arrived at between the French and Chinese Governments, it cannot be denied that we are at present nearer a declaration of war than has yet been the case. From the manner in which the new French Ambassador has conducted the negotiations, so far, with Li Hung Chang, it would appear as if France had made up its mind to force China to fight. This is not the case, however. M. Tricou accepted a most difficult position in the belief that under no circumstances would China dare to oppose French pretensions in Tongking, and it is no doubt in this belief that, as Reuter expresses it, he has behaved so rudely to Li Hung-chang that negotiations are at a standstill. Unless something unforeseen intervenes, the arrival of the *Kersaint* in Shanghai may be practically taken to mean that if China declines to accede to M. Tricou's demands, an ultimatum will quickly follow. Chinese politics are difficult to follow, but we have it from what ought to be a reliable source, that China has determined to fight, and is moreover in better condition for the fray than is generally believed. A few days more will definitely settle the question of peace or war.

A CORRESPONDENT writes under yesterday's date:—"I have only been a few days in this colony, but have already heard a great deal about the extensive gambling in shares and stocks. To-day I was an unwilling witness of a little episode which considerably opened my eyes to the fashion in which this class of business is conducted. I am staying at the Hongkong Hotel and was passing through the lobby when my attention was attracted to an altercation which was taking place between three gentlemen, apparently for the edification of a considerable number of people who were intently watching proceedings. 'One of the gentlemen was a tall, well-dressed and rather gentlemanly-looking young fellow (a broker I have since learned), the second a well built, sturdy man with bronzed complexion, which indicated the seafaring profession, and the third evidently an Asiatic. From the rather warm discussion that took place, I gathered that the seafaring gentleman, whom the others addressed as Captain, had purchased some shares, China Sugars I think they called them, through the tall young fellow, from the Asiatic, the scrip to be taken delivery of on June 30th. The Captain had sent the broker the cheque covering cost of purchase in due course, but it turned out that the Asiatic had, as a matter of fact, no shares to sell, and merely had gone in for a bit of a gamble on the chance that the stock would fall. These anticipations were not realized; the stock instead of conveniently falling a few points to enable this speculator to pocket a comfortable difference had gone up considerably, and the result was that the broker was made to look exceedingly foolish whilst his Asiatic client was completely 'cornered.' The Captain was evidently a man of business, and a dangerous customer to tackle. In response to the Asiatic gentleman's tale of woe about losses on Luzons and other stocks, the Captain told him in very decisive terms that as he could not produce the shares he had sold, he would have to pay the difference between the purchased price and the current rate. 'If you don't hand over that money by three o'clock' said the hairy man, 'I don't mean if I don't give you a good licking. There will be no occasion to go down to Bowrington to see Chiarini's Circus, for I will give you a good circus exhibition in this hotel.' Some further discussion took place, the broker also coming in for a fair share of the Captain's censure. I understood the Asiatic to promise that he would do his best to get the money by the time appointed; but whether he did so or not I am unable to say. Thinking the circumstance a rather strange one, and having taken quite a fancy to the independent and plain spoken style of your paper, I thought I would send you what may perhaps be considered an interesting item of gossip.' Our correspondent's plainly written statement speaks for itself. We have verified the details and have nothing to add to a capital story, admirably told.

WE do not like to disparage artistic merit in the sketch map (?) of the seat of war (?) in Tongking in Monday night's *Anaides*, brings to our sorrowful recollection Ally Sloper's "Guide to Paris," wherein an "explanation of last night's 'fly squabble'" may be found.

A LONDON society journal relates that when one of the daughters of the match-making Duchess of Gordon eloped, it became necessary to apprise her mother of the fact. Her daughter had run away with a young lord with whom she had been dancing at a ball given by the Duke of Devonshire. "Oh, heavens!" cried the poor mother, "on such a cold night, too, and without her flannel petticoat! And to think that it is all my fault, because I wanted to set off the delicacy of her shape to catch the Duke of Bedford."

CHUN AKAN, an old gaoi bird, described as a hawker by profession and a thief by inclination, faced Mr. Wodehouse this morning on a charge of stealing a \$1 note from Edward Dowling, a seaman. The "tar" stated that yesterday at about 7.30 p.m. he went to East Street in order to buy a pair of shoes. He had the dollar note in his pocket. As he was standing on the footway lighting a cigar, the prisoner, who was standing near him, thrust his hand into his pocket, snatched the bank note and handed it over to one of the bystanders who ran away like a demon. The thief was so dexterously done that "jack" was only in time to grab the audacious thief by the collar. After a desperate struggle, however, Mr. Chun managed to rid himself from the seaman's grasp, leaving his coat behind in the "horny paws of the toiler of the deep." Dowling was afterwards called to the police station where he saw the enterprising pedestrian who had snatched him of his note. Lo Tung Chi P.C. 164, doing duty in plain clothes at East Street, stated that he arrested the prisoner in Lascar Row in consequence of information received. The prisoner had no coat on and the complainant identified him at the station. Mr. E. L. Rocha, master of ceremonies at the "Hotel," testified to having known Mr. Chun since 1870, and stated that his record would show no less than six previous convictions. His Worship remanded the case till to-morrow.

THE plain unvarnished truth. Supreme Court House. Time—the present.

Mr. Fitzurse—Ah, you know, you really want too much for the books?

Mr. Prickly Heat—Can assure you, Mr. Fitzurse, very valuable digests; cost me ever so much.

Mr. Fitzurse—Well, upon honor, I can't afford to give more than thirty dollars for them. If you won't take that I think, ah, that we will consider negotiations closed.

Mr. Prickly Heat—But I paid 60 cents for a bottle of varnish to use for the covers so as to keep away the cockroaches. You ought you know to refund me that sum.

Mr. Fitzurse (after considerable hesitation)—But did you use all the varnish, the whole sixty cents worth on these books?

Mr. Prickly Heat—Well, ah, yes, that is to say, no—not quite all.

Mr. Fitzurse (solemnly)—Now, Mr. Heat, just be good enough to answer my question in a straightforward manner. How much of the varnish did you have left?

Mr. Prickly Heat—(After a few minutes consideration)—I think that perhaps about one sixth of the varnish was left.

Mr. Fitzurse—Then, ah, I think you ought to hand me over the balance of the varnish left. When one comes to consider it, by Jove, sixty cents seems a lot of money to pay for varnishing the covers of a few books. What do you say?

Mr. Prickly Heat—I can't give you the varnish that was left, because I used it for some other books of my own.

Mr. Fitzurse—Indeed; then as you say you only used five sixths of the varnish on these books, and the other sixth on your own books, it seems to me as a matter of equity, ah, that I am entitled to a consideration. Now as one sixth of sixty cents is ten cents, if we deduct the ten from the sixty the balance will be fifty. I propose therefore to give you \$30 for the books, and 50 cents for the varnish.

Mr. Prickly Heat—It is very hard I should lose the ten cents, and I really think that in consideration of all the circumstances you ought to—(our reporter left the two gentlemen arguing the point, and we afterwards learned that \$30.50 was the amount finally agreed on.)

A LETTER to the *Standard* signed "Veteran" says:—"I trust you will pardon me if I point out that in the commendation you bestow on both Sir Harry Parkes and Sir Thomas Wade, as sinologists, you scarcely allow what is due to some others of the tribe living and dead. When Lord Elgin arrived in China in 1857 there were available no fewer than eight gentlemen who had at one time or other discharged the duties of Consul Interpreter at one or other of the open ports. Mr. Medhurst and Mr. Parkes were already Consuls. Mr. Wade was Chinese Secretary, Mr. Crofton Morrison was Assistant Chinese Secretary, Mr. Thomas Meadows, Mr. Sinclair, and Mr. Glingell were interpreters in different Consulates. Lastly, Mr. Horatio Lay, who had commenced his career in our service, was then in the service of the Chinese, a member of the foreign triumvirate charged with the collection of the duties on foreign trade at Shanghai. Mr. Wade, as Chinese Secretary to the Superintendent of Trade, which at the time supplied the place of a Legation, was attached to the same capacity to Lord Elgin's Mission. His fidelity as a translator of correspondence, and his acquaintance with the official literature of China enabled him without doubt to render services of no little value. Two speakers there were indisputably superior as speakers to all their fellows. Mr. Thomas Meadows possessed a curiously accurate knowledge of the Court dialect. He was besides a man of immense erudition, of the most solid attainments, not in Chinese alone. Mr. Horatio Lay had a larger and more available acquaintance with the Court dialect than even Mr. Meadows. 'It is a pleasure to hear him speak our language,' said an old Mandarin. Another point of great promise was Mr. Crofton Morrison, youngest brother of the first Chinese Secretary, who had come out to China in 1842. He spoke a very elegant Chinese, and he was gifted with that kind of instinct which makes a trustworthy translator of difficult texts. His English, moreover, was curiously pure."

CHENG AWING, a coolie, was committed for trial at the Supreme Court by Mr. Wodehouse this morning for stealing the sum of \$100 from George Young, Diocesan Home Scholar, East street yesterday. It appears master Young was taking the money home to Mr. Picot, having been to the bank. He was walking along East street with a chum of his when the wily Celestial grabbed the bundle of \$5 notes which was in his breast pocket and would have bolted away with it but for his collaring the thief. Mr. Cheng then dropped the notes on the ground which the plucky scholar picked up without relaxing his hold of the pick-pocket. The barefaced Cheng, however, slipped through his jacket and ran away. James Smith P.C. 87, gave evidence to seeing the lad struggle with the defendant. He never lost sight of the thief as he gave chase and arrested him. Mr. E. L. Rocha produced his voluminous "Recorder" when it was found that Mr. Cheng Awing had been in the "hotel" for priggish on two previous occasions.

SCENE—corridor of the Hongkong Hotel: *Dramatis personae*: three well-known local celebrities whom we will name "The Colonel," McGrowler of that ilk, and "Bones." The Colonel—"What do you think of this latest appointment of the Governor's?" Bones—"Which appointment do you mean?" The Colonel—"Why Deane's successor, of course." McGrowler—"I see the *Telegraph* has been rubbing it in hot to the Governor." The Colonel—"Yes, and I reckon with good reason this time; it looks a shameful business." Bones—"Well, all I can say is that it is a d—d shame. Old Hennessy was bad enough, but he was hardly so bare faced as this man." McGrowler—"You are quite right, William, it is a d—d shame." The Colonel—"Who is this Dempster anyhow? All that we know about him is that he is Captain Dempster. I'm dry, boys. What do you say to 'shedding a tear' in honor of the *Telegraph*?" Bones—"I'm there, my boy. Come along Mac"—*exultant owner* to renew the discussion in front of the bar.

## ICHANG.

[FROM A CORRESPONDENT.]

20th June, 1883.

The country round Ichang is a grand resort for sportsmen, geologists and forists. About twenty miles below it is the walled city of I-tu situated on a river of the same name, which flows into the Yangtze, and is a fine clear stream about a hundred yards in width. This river is navigable for 400 miles. For the first forty miles navigation is quite easy, but in the upper part many rapids occur. There is a great traffic in coal which is sent down in flat-bottomed boats from the Paoching mines.

Five hours from Ichang per native boat brings us to I-tu where we have to change to a rapid boat which is quite comfortably fitted up. After travelling for two days we reach the district of Yanglo, where the country is very mountainous and where the sport begins. I am told by a gentleman who lived there for four years that leopards, small black bears, wild cats, silver foxes, musk deer and wild boars are numerous, and do not require much hunting, as they continually prowled about habitations, from which they often carry off children, dogs and pigs. The leopard, tragopan and golden pheasants are plentiful.

The mineral wealth is abundant. I was shown some very fine specimens of copper and lead ore by a gentleman who has just returned from Yanglo, who also gives a wonderful account of the flowers, ferns, and fossils he met with there. The natives of that district are very friendly, and a great many of them are Roman Catholics. A hundred years ago they were not under Chinese rule, and even at the present day they differ from the Celestials in physique, habits, manners and customs. The wages of a carrying coolie is 100 cash per day, and fowls, eggs, potatoes and vegetables are obtainable at reasonable rates. Gentlemen who are fond of sport, botany or geology had better give Yanglo a trial.

The community of Ichang were alarmed by the visit of a leopard the other night, which made a raid on the premises of a farmer and killed one of the only two goats the man possessed. The next night a young man, who has a greater than of pluck than his neighbours, armed himself with a duck gun, mounted a tree about fifteen yards from where the remaining goat was grazing, and awaited the return of the leopard who soon made his appearance. The man took aim, but for some reason or another the gun would not go off, and so the leopard escaped. The next night another sportsman tried his luck. He equipped himself with a double-barrelled gun, a bundle of cigars some matches and a copy of the *Dublin Advertiser*, and took his post in an empty pig's house. Finding the mosquitoes troublesome he thought he would smoke a cigar, but his matches being damp he had to strike a great many of them before he succeeded in getting a light. Whilst so engaged the leopard gave him the slip, went to a neighbouring farm-yard and helped himself to a pig. Three nights afterwards he visited another farm and again partook of uncooked pork.

The little paddle steamer, *Comet*, created quite a sensation when she went on a trial trip to Ichang, being the first of the kind that had ever been built at I-tu, but the paddle was constructed at Shanghai by the well-known firm Fau Chong. Her average speed is about 31 miles per hour.

The watermark, showing 24 feet at present, but it has been as high as 20 ft. and as low as 13 ft. Since the 1st April there has been a continual rise and fall. The weather is still unsettled. In consequence of the heavy rain that has fallen, the wheat crop is almost a failure, one half of it being rotten. Rice is selling at 50 per picul at present. The *Kiangling* brought a few hundred piculs of barbed supplies are daily arriving by native boats.

Cholera is still prevailing. Many natives are dying and the presence of disease has made great havoc over Ichang. The "flag" that "braved thousands of years," has been hauled down, and only the bare staff marks the place where it once floated in the breeze and reminded us of the grand old country far away.

Missionaries are said to be doing a great work amongst the natives in and around Ichang.

## MATES EXPECTED.

THE INDIAN MAIL.

The two direct steamers, with the Indian Mail, left Canton on the morning of the 19th ult., and are due here on or about the 4th instant.

THE AMERICAN MAIL.

The P. & O. S. Co's steamer *City of Peking*, with the next American mail, left San Francisco on the 15th ultimo, and may be expected here on the 12th instant.



# The Hongkong Telegraph.

No. 445.

TUESDAY, JULY 3, 1883.

SIX DOLLARS PER QUARTER.

## For Sale.

**WINSOR AND NEWTON'S ARTISTS' MATERIALS**  
FOR  
WATER AND OIL PAINTING,  
Comprising—  
**COLOURS** in all LANDSCAPE SHADES.  
PREPARED OIL & DRYING VARNISHES.  
SABLE & HOG BRUSHES in large selections.  
VARNISH BRUSHES AND SOFTENERS.  
ARTISTS' CASES, Empty and Filled.  
PALETTES AND PALETTE KNIVES.  
DIPPERS AND WASHERS.  
MILL BOARDS. OIL BLOCKS.  
WHATMAN'S WATER-COLOUR BLOCKS.  
ENGLISH MADE PICTURE FRAMES.  
LANE, CRAWFORD & Co.  
Hongkong, 2nd July, 1883. [340]

## Insurances.

### GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY, (LIMITED).**  
CAPITAL TAELS 600,000, EQUAL \$833,333.33.  
RESERVE FUND.....\$70,858.27.  
BOARD OF DIRECTORS.  
LEE SING, Esq.,.....LEE YAT LAU, Esq.  
LO YUEN MOON, Esq.,.....CHU CHAI NUNG, Esq.  
MANAGER.—HO AMEL.  
MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.  
HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 1st September, 1882. [601]  
**NATIONAL MARINE INSURANCE ASSOCIATION, LIMITED.**  
THE Undersigned as AGENTS for the above are prepared to accept RISKS on MERCHANDISE BY STEAMERS AND SAILING VESSELS from Hongkong, China, and Japan to all parts of the world.  
For further information apply to  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, 18th May, 1883. [393]

**YANGTSE INSURANCE ASSOCIATION.**  
CAPITAL (Fully Paid-up).....Tls. 420,000.00  
PERMANENT RESERVE.....Tls. 230,000.00  
SPECIAL RESERVE FUND.....Tls. 318,235.56  
TOTAL CAPITAL AND RESERVE.....Tls. 968,235.56  
March, 1883.....  
DIRECTORS.  
F. D. HITCH, Esq., Chairman.  
C. LUCAS, Esq.,.....W. MEYER, Esq.  
A. J. M. INVERARITY, Esq.,.....C. H. WHEELER, Esq.  
HEAD OFFICE—SHANGHAI.  
Messrs. RUSSELL & Co., Secretaries.  
LONDON BRANCH.  
Messrs. BARKING BROTHERS & Co., Bankers.

**RICHARD BLACKWELL, Esq., Agent,**  
68 and 69, Cornhill, E.C.  
POLICIES granted on MARINE RISKS to all parts of the World.  
Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.  
RUSSELL & Co.,  
Agents.  
Hongkong, 25th May, 1883. [83]

### NOTICE.

**THE MAN ON INSURANCE COMPANY, LIMITED.**  
(CAPITAL SUBSCRIBED.....\$1,000,000.)  
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.  
WOO LIN YUEN,  
Secretary.  
HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1882. [106]  
THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.  
ARNHOLD, KARBERG & CO.  
Hongkong, 15th June, 1883.

**RECORD OF AMERICAN and FOREIGN SHIPPING.**  
Agents,  
ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1883. [470]

## Notices of Firms.

### NOTICE.

I HAVE this day Established myself as MERCHANT & COMMISSION AGENT at this Port under the name of PO SHUN YANG HONG 洋行順保  
CHEONG QUAN SANG.  
CHONG YUEN STREET,  
Canton, 1st June, 1883. [427]

## To be Let.

**TO LET.**  
N O. 7, SEYMOUR TERRACE.  
" 4, OLD BAILEY STREET.  
" 32, GRAHAM STREET (lately occupied by Mr. H. N. MOODY).  
" 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.  
Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, 19th June, 1883. [7]  
**TO LET.**  
FOR ONE YEAR from June next, the New BUNGALOW at the PEAK on R. B. Lot 20, now roofed in and nearly completed, the property of Mr. J. ENSTON SQUIER.  
For all information, apply to  
BIRD & PALMER.  
Queen's Road,  
Hongkong, 19th April, 1883. [307]

**TO LET.**  
A TWO STOREY HOUSE (6 ROOMS) with GARDEN, in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.  
For Particulars apply to  
D. NOWROJEE,  
Hongkong Hotel.  
Hongkong, 6th April, 1883. [18]

## Intimations.

### TENDER FOR FREIGHT.

TENDERS marked "Tender for Freight" will be received by the Undersigned up to 4 P.M., the 10th July, 1883, for CONVEYANCE TO WOOLWICH, England, of the following Military Stores—  
COMBUSTIBLE (about).....8 Tons.  
NON-COMBUSTIBLE, Heavy.....64 " "  
" Light.....134 " "  
Particulars of the Combustible Stores can be obtained on application at the Naval Storekeeper's Office.  
The right to reject the lowest or any Tender is reserved.  
WILLIAM HYNES,  
Acting Storekeeper.  
H.M.'s Naval Yard,  
Hongkong, 10th June, 1883. [513]

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**  
NOTICE TO SHAREHOLDERS.

SHAREHOLDERS are hereby informed that CERTIFICATES for the present Shares in the Society may be obtained upon application at the Offices of the Company, in Exchange for Old Certificates or Provisional Scrip.  
By Order,  
DOUGLAS JONES,  
Acting Secretary.  
Hongkong, 2nd July, 1883. [518]

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**  
NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS of TWENTY per cent. upon Contributions for the year 1882 has this day been DECLARED.  
WRITANTS may be had on Application at the Office of the Society on and after the 1st instant.  
By Order of the Board,  
DOUGLAS JONES,  
Acting Secretary.  
Hongkong, 7th May, 1883. [400]

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**  
NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office No. 45, Queen's Road, Victoria, Hongkong, on THURSDAY, the 12th day of July, 1883, at THREE O'CLOCK P.M., when the Resolution Passed at the Extraordinary Meeting of the Company held on the 19th day of June, 1883, will be submitted for confirmation as a Special Resolution.  
By Order,  
JAS. B. COUGHTRIE,  
Secretary.  
Hongkong, 20th June, 1883. [490]

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**  
NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, Hongkong, on THURSDAY, the 12th day of July, 1883, at 3.15 O'CLOCK P.M.; when Resolutions will be proposed that each of the existing Shares of the Company be Divided into Five Shares of \$100, upon each of which the sum of \$20, shall be credited as paid up, and that the Memorandum and Articles of Association be altered in accordance therewith.  
By Order,  
JAS. B. COUGHTRIE,  
Secretary.  
Hongkong, 20th June, 1883. [491]

**LOST.**

ON WEDNESDAY AFTERNOON between Mummy Pier and Government House, A GOLD LOCKET, with MONOGRAM and Crest.  
The Finder will be REWARDED, if necessary, on RETURNING the same to the  
"HONGKONG TELEGRAPH" OFFICE.  
Hongkong, 4th April, 1883. [260]

**MACAO.**  
WANTED TO RENT.

FOR Two Months during the Summer, a FURNISHED RESIDENCE in MACAO—the Praia Grande preferred.  
Send Particulars to  
C. B. A.,  
Care of Hongkong Telegraph.  
Hongkong, 21st June, 1883.

## Intimations.

### SAYLE & CO.'S SHOWROOMS.

**SAYLE & CO.**  
WE ARE NOW SHOWING EX "GLENFALLOCH."  
NEW FOULARD and BROCHI SILKS.  
Brown and Green SILK LAVENTINE for Re-covering UMBRELLAS.  
NEW WHITE DRESS MATERIALS in Great Variety.  
EGYPTIAN and VICTORIA LAWNS.  
DRESS SATEENS in every Colour.  
White Swiss Checked DRESS MUSLINS.  
Boys' GALATEA, HOLLAND, DRILL, and FLANNEL Washing Suits in every size.  
Ladies' FANCY POMPADOIR COSTUMES.  
NEEDLEWORKS and INSERTION to Match all Widths.  
Black and Coloured SILK MITTS.  
CHEAP VALENCIENNES LACES.  
A new and new Stock of Ladies' UMBRELLAS.  
VICTORIA MUSIC BOOKS.  
EAU DE COLOGNE.  
PEARL SOAP.  
A LIBERAL DISCOUNT FOR CASH.  
SAYLE & CO.,  
VICTORIA EXCHANGE, HONGKONG.  
Hongkong, 20th June, 1883. [249]

**KELLY & WALSH**  
HAVE JUST RECEIVED  
AND HAVE NOW ON VIEW, A CONSIGNMENT OF VERY SUPERIOR  
O L E O G R A P H S  
IN  
MASSIVE GILT FRAMES,  
OF ENGLISH MANUFACTURE, EMBRACING SECULAR AND SACRED SUBJECTS  
FROM PICTURES BY THE GREAT ARTISTS.

**SUBJECTS.**  
THE MADONNA AND CHILD—AFTER RAFFAELLE.  
THE DESCENT FROM THE CROSS—AFTER REUBENS.  
THE DEATH OF ST. JOSEPH—SIMEON IN THE TEMPLE.  
DAVID AND THE LION.  
SPRING—SUMMER—AUTUMN—WINTER.  
THE FLOWER SELLER.  
THE FORTUNE TELLER.  
CRUSHED BY ICEBERGS.  
THE OLD WOMAN AND THE SHOE.  
MORNING JOY.  
ST. NICHOLAS EVE.  
LOST IN THE PRAIRIE.  
THE DEER'S BAITING GROUND.  
THE CHICKEN'S SERMON.  
WIDE AWAKE.  
ANGEL'S OFFERING.  
LANDSCAPE AND CATTLE.  
BEATRICE CENCI.  
THE INSPECTOR'S VISIT.  
AN ANATOMICAL LESSON—AFTER REMBRANT.  
REMBRANDT AND HIS WIFE.  
OUR DARLING.  
DREAM ON.  
DORTRECHT.  
EVENING SCHOOL.  
GERMAN LANDSCAPE.  
SHAKESPEARE'S BEATRICE.  
IN THE FIELDS.  
THE RABBIT'S GODSEBERG.

**IMPORTANT NOTICE.**  
A FEW COPIES ONLY OF MR. COLOUGHAN'S NEW BOOK,  
"ACROSS CHRYSE"  
WILL ARRIVE BY THE NEXT MAIL.  
Intending Purchasers should Register their order AT ONCE to Secure Copies.  
**KELLY & WALSH—HONGKONG.**  
Hongkong, 23rd June, 1883. [560]

**W. B. BREWER.**  
HAS JUST RECEIVED.  
MEERSCHAUM CIGAR AND CIGARETTE HOLDERS.  
NEW CIGARETTES AND TOBACCOS.

CHEAP ACCOUNT BOOKS in Great Variety.  
FASHIONABLE FANCY STATIONERY IN BOXES; Very Cheap.  
THIN OVERLAND BOOK, LETTER, and NOTE PAPERS AND ENVELOPES,  
at a Cheaper Rate than can be laid down from London.  
LETTER BOOKS, WATER WELLS, RULERS, and COMMERCIAL REQUISITES,  
OF EVERY DESCRIPTION.

**NEW BOOKS.**  
A Quantity of FRANKLIN SQUARE and SEASIDE LIBRARIES.  
WALSH'S MODERN SPORTSMAN'S GUN AND RIFLE.  
WHO'S WHO?  
STATESMAN'S YEAR BOOK.  
GILDER'S ICE PACK and TUNDRA.  
LAWN TENNIS SETS.  
CRICKET.  
SULLIVAN'S NEW OPERA "IOLANTHE."  
SQUEEZER PLAYING CARDS AND MARKERS.  
BEZIQUE.

**W. BREWER,**  
QUEEN'S ROAD.  
Hongkong, 19th June, 1883. [703]

**"NOVELTY STORE,"**  
MARINE HOUSE, QUEEN'S ROAD.  
JUST RECEIVED.

A SMALL CONSIGNMENT OF MALTED LACE AND SILVER FILIGREE WORK, COMPRISING—  
White and Black Silk Trimming-Lace.  
" Cotton Trimming-Lace.  
" Silk Handkerchief Border.  
" Silk Circular and Square D'oyleys.  
" and Black Silk Fichu.  
" Silk Parasol Cover.  
" Cotton Parasol Cover.  
" Silk Veil and Scarf.  
" Silk Collar and Cuffs.  
" Silk Collar Breast Pendant.  
" Silk Collar Breast Pointed.  
" Cotton Collar Breast Pointed.  
" and Black Silk Necktie.  
" Silk Mittens.  
Silver Filigree Pendant, St. John's Cross & Crown.  
" Earrings to match the above.  
" Fancy Pendant.  
" Plain Chain Necklet.  
" Fancy Locket.  
" Fancy Bracelet.  
" Brooch (Love Knot).  
" " (Marguerite).  
" " (Slipper).  
" " (Shell).  
" " (Circular).  
" " (Fan).  
" " (Lily).  
Earrings to match the above.  
AN INSPECTION IS RESPECTFULLY SOLICITED.  
ANY OF THE ABOVE ORDERED THROUGH THIS STORE WILL BE CHARGED FOR AT COST PRICE.

**S. MEYERS,**  
MANAGER.  
Hongkong, 11th June, 1883. [58]

**FOR SALE.**  
THE OWNER being about to retire from Business is open to negotiate for the Sale of the GOOD-WILL, FITTINGS, and FURNITURE Complete of the Old Established and well-known establishment known as the "NATIONAL HOTEL," situated at Nos. 222 and 224, Queen's Road Central. The House contains TWO BILLIARD TABLES (one English and one American) which are in first-class condition.  
For further Particulars apply to  
JOHN OLSON,  
National Hotel.  
Hongkong, 14th June, 1883. [467]

**FOR SALE.**  
WOODBERRY RAVENS DUCK, 8, 10, 12 OZ.  
U.S. HAMMOCK DUCK, 42 Inches Wide.  
AMERICAN COTTON DRILL.  
COTTON TWINE—5, 6, 7, 8 Fold.  
HENRY'S CANVAS, No. 1.  
WILLIAM DOLAN,  
31, Praya Central.  
Hongkong, 21st June, 1883. [493]

## Shipping.

### STEAMERS.

FOR HONOLULU AND TAKHOI.  
THE Steamship  
"PING-ON."  
Captain McCaslin, will be despatched for the above Port, TOMORROW, the 4th instant, at DAYLIGHT.  
For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, 2nd July, 1883. [515]  
THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
FOR AMOY.  
THE Company's Steamship  
"JORGE JUAN."  
Captain Thebaud, will be despatched for the above Port, on THURSDAY, the 5th instant, at DAYLIGHT.  
For Freight or Passage, apply to  
RUSSELL & Co.,  
General Managers.  
Hongkong, 2nd July, 1883. [516]

FOR MANILA (DIRECT).  
THE Spanish Steamer  
"ANTONIO MUNOZ."  
Captain Otero, will be despatched for the above Port, on THURSDAY, the 5th instant, at FOUR P.M.  
For Freight or Passage, apply to  
REMEDIOS & Co.,  
Agents.  
Hongkong, 2nd July, 1883. [517]

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, NEW CALEDONIA, TASMANIA and Fiji).  
THE Eastern and Australian Steamship Company's Steamer  
"MENMUIR."  
will be despatched as above on THURSDAY, the 5th July, at FIVE P.M.  
Parcels (all of which must be sent to our Office) will be received up to 4 P.M., of the day previous. Contents and Value of Parcels must be declared.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 25th June, 1883. [484]

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, and BRISBANE, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIA and Fiji).  
THE Steamship  
"NAPLES."  
Captain Willis, will be despatched as above on FRIDAY, the 6th July, at DAYLIGHT.  
For Freight or Passage, apply to  
GEO. G. STEVENS & Co.,  
Agents.  
Hongkong, 20th June, 1883. [489]

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.  
THE Steamship  
"AMERIQUE."  
Jouve, Commander, will sail on or about the 18th July, for MARSEILLES, ADEY and SUEZ, and will leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.  
The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.  
Each Steamer carries a Surgeon and Stewards.  
FARES 1ST CLASS, 2ND CLASS.  
Hongkong to Marseilles \$300. \$240.  
RETURN TICKETS are now Granted by the Steamers of this Line available for the undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation thereof of the Holder of the Ticket.  
6 Months.....\$320.....\$410.  
12 ".....\$500.....\$445.  
Special rates are arranged for families.  
For Freight or Passage, apply to  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, 27th June, 1883. [505]

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

CONSIGNEES of Cargo by the above named vessels from Marseilles and intermediate Ports, and in connection with the "IBERIA" from London, are hereby informed that their Goods are being landed at their risk into Godown B of the Undersigned, Marine Lot No. 12, whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded on unless notice to the contrary be given before 2 P.M., TO-DAY.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 9th instant, will be subject to rent.  
Bills of Lading will be countersigned by  
ADAMSON, BELL & Co.,  
Agents.  
Hongkong, 2nd July, 1883. [505]

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ADAMSON, BELL & Co.,  
Agents.  
Hongkong, 2nd July, 1883. [505]

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Hongkong, 2nd July, 1883. [505]

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Hongkong, 2nd July, 1883. [505]

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Hongkong, 2nd July, 1883. [505]

Optional Cargo will be forwarded on unless notice to the contrary be given before 2 P.M., TO-DAY.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 9th instant, will be subject to rent.  
Bills of Lading will be countersigned by  
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## Mails.

**U. S. MAIL LINE.**  
PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.  
THE U. S. Mail Steamship  
"CITY OF TOKIO,"  
will be despatched for San Francisco, via Yokohama, on TUESDAY, the 10th July, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.  
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.  
RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent. from Return Fare, if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.  
Freight will be received on board until 4 P.M. on the 9th July. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.  
Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50 A, Queen's Road Central.  
F. E. FOSTER,  
Agent.  
Hongkong, 26th June, 1883. [1]

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